

The Advantages of the Six Cylinder Locomobile

The Locomobile Shaft Drive Six, without changing gears, runs as slowly as a walk, or at a rate of over 60 miles an hour, and climbs hills splendidly—yet shows an efficiency of 12 miles to a gallon of fuel. It has done this under ordinary favorable conditions on the roads of Southern California with full passenger load. In hill-climbing and other points of performance it is the best car that we ever made. A recital of the features of this model will make it clear why this is so.

The Six Cylinder Motor develops over 70 Horse-Power on the test stand. The motor base is bronze. There are cylinders specially designed for this model, large valves, quiet valve lifters, high tension dual ignition, and a new carburetor that cuts down fuel consumption and provides great power at the same time. The new oiling system is self-contained—oil is pumped to the bearings in a constant stream.

The Carburetor referred to is new Locomobile design and construction. It provides the snap and power of a multiple jet device with the simplicity, economy, and ease of starting of a single jet. Heat for vaporization is provided by both hot water and hot air. The hot air from the exhaust gives a good mixture immediately at starting. The combination of hot water and hot air gives a more perfect mixture than could be obtained with either system alone and enables low gravity gasoline to be consumed with satisfaction. The quality of the mixture can be varied by the operator.

The Clutch on the Locomobile Six operates without slipping or jerking. It is a multiple disc, the type most suitable for a large car. It is simple, reliable and requires very little attention for lubrication. It may be removed and replaced as a unit without disturbing anything else.



THIS model possesses, in the highest degree, those important advantages that are peculiar to the Six Cylinder type. It runs at a foot pace, and by the mere pressure of a pedal climbs hills or accelerates to express train speed. The motor operates smoothly at all speeds.

☐ In addition, and very important, The Locomobile Six is notably **ECONOMICAL** in the use of tires, the consumption of fuel and the time needed for upkeep.

☐ As to the fundamental virtues of Safety and Reliability, it is a typical Locomobile—a car of the highest quality of material, workmanship and inspection. It is a thoroughly tested and highly developed model.

☐ The Locomobile Six is made and distributed by an experienced organization whose equal aim is to build the finest cars possible and to render such attentive service to owners that each Locomobile will give that complete and permanent satisfaction for which it was built.

THE LOCOMOBILE COMPANY OF AMERICA
SCHUMAN CARRIAGE CO., LTD.,

Agents
For Hawaii

The Advantages of the Six Cylinder Locomobile

The Transmission is another feature. The case is bronze, insuring permanent alignment of gears, shafts and bearings. Four speeds and reverse selectively operated. It gives no trouble and can be driven several thousand miles without adding any more grease to the case.

The Rear Construction contains no brazing. Alloy steel rear axle tubes. The 3/4 elliptic rear springs are free to act—no driving through the springs. Universal joints are in metal housing—will run 5000 miles or more without repacking with grease.

The Appearance is attractive—low lines. The body is graceful and roomy, of the four-door type, and seats seven. The bonnet is short, obviating the clumsy appearance and waste room of numerous other sizes. The running boards are clean on both sides. Tires are carried at the rear instead of on the running board, thus improving the appearance of the car and weighting the rear springs equally.

Tires are large in size and not overloaded, thus do not wear out before their time. Careful design and construction of the differential gear eliminates any binding or cramping when the car is turning a corner—a condition that increases the life of the rear tires very considerably.

The Riding Qualities are remarkable. This is due to a long wheel base, long elastic springs, and excellent balance. The car rides easily and steadily—there is no side sway or any tendency to skid when traveling at speed.

The Locomobile Six merits your close attention. If you are interested call or telephone for a demonstration. The price is \$4,800, Touring Car or Torpedo, including Top and Demountable Rims.

The Locomobile Book, which is in library form and contains 258 pages and 80 illustrations, will be sent on request. Our methods are free from insistent salesmanship.



MOTOR CAR GOSSIP

LOCAL FIRMS REPORT BUSINESS

Garages All Had Good Week and Prospect For Season Bright.

In the local garages the reports for the week are encouraging and show that the motor car is getting to be a prime necessity in Honolulu rather than a luxury.

Associated Garage. The Associated Garage reports sales of several of its cars, the Pierce-Arrow being an important factor in the sales of the week and other cars handled by the company coming in for their share of sales.

In fact this garage reports one of the best weeks since Manager Frank Howes took hold of the business.

Van Hamm-Young Co.

During the week the sales force has been busy selling various types of cars. Among these was a fine seven-passenger Packard sold to D. Nagatani, a seven-passenger Peerless touring car to Mr. Littlejohn, a Stoddard-Dayton runabout to Wm. McTighe, one of the popular Hummels touring cars to H. M. Gaylord, a Stevens-Duryea runabout to H. Stewart, a Cadillac demitonneau to P. M. Pond, a Cadillac touring car to Mrs. C. Robinson and also various other sales.

Schuman Carriage Company.

The Schuman Carriage Company received by the steamship Lurline two of the celebrated six-cylinder Locomobiles. One of these fine cars is equipped with the torpedo body seating five passengers, and will be delivered today to Frank Woods, who will take it to Hawaii. The other one will be delivered to Lawrence K. Smith. This is a seven-passenger car and will be used in the city.

New E. M. F.'s Sold.

The other three cars received by the Lurline are the new style demitonneau E. M. F. "30." One of these cars will be taken by Henry Jaeger to Hawaii and will be used by him in

looking after his work building the Hilo and Hamakua railroad. Another will go to Abraham Lewis of the Bank of Hawaii, and the third to F. E. Davis.

Cars Sell Well.

Besides these five cars just received the company sold during the week an E. M. F. roadster to Jack Milton, at Pacheco's barber shop; another E. M. F. roadster to D. H. Davis, proprietor of the Fashion saloon, and a Ford touring car to W. L. Howell.

STRONG MAN ADDED TO EVERITT FACTORY

Manufacturing Expert Is Now Assistant General Manager.

Advice has been received of the appointment of Harry L. Bill, a well-known automobile manufacturing expert, to the position of assistant general manager of the Metzger Motor Car Company of Detroit, manufacturers of the Everitt "30." Bill has for several years been in charge of the Chalmers output as superintendent of production. It is understood that in his new position he is to be the direct representative of B. E. Everitt, president and general manager of the Metzger Company, and that within the next few months he will take over the major portion of the latter's work in the personal direction of the company's business.

Bill is considered one of the greatest production experts in the country, having had many years of experience in manufacturing and specialized automobile work. Before his connection with the Chalmers concern as the official responsible for all production operations, he had charge of that company's racing team, and in that capacity became a well-known figure in automobile circles. Previous to this he was associated with the Curtis Motor Vehicle Company, the Standard Roller Bearing Company and the Winchester Repeating Arms Company in high official capacities.

The Honduras National Railroad, of which L. H. Fairbanks of Manfield, Ill., brother of former Vice-President Fairbanks, is president and chief promoter, was placed in the hands of a receiver, according to information received from Trujillo, Honduras.

TRANSPORTATION WORLD PROBLEM

Designing Engineers Are Approaching Solution of Impossible Automobiles.

The members of the human race are more or less alike the world over. The desires of the individual of the twenty-five hundred-a-year income do not in many ways differ greatly from those of the millionaire.

So far as motor cars go, the man of moderate income must of necessity keep the financial damper always in operation. The millionaire may or may not, as he sees fit or as the stock market may dictate.

In the service of either individual, the car will be asked to perform well. As a matter of fact, breakdowns and repair bills are much more serious problems to the man of moderate means. Logically then, it would seem that a high degree of mechanical perfection is just as important in the low priced cars as in the five thousand dollar turn-outs—perhaps more so. Naturally the purchaser of an expensive machine can expect more power, more size, more accessories, and more frills. But in the essentials which make for satisfactory service, either for pleasure or business purposes, there is every reason to expect a performance in no way related to or influenced by price.

Mechanical perfection in the automobile has never and probably never will be reached in any kind of commercial product. But that makers in all the various classes of motor cars are nearing it will be apparent to anyone who makes a study of the automobile show. One cannot but be especially impressed by the evidence of engineering ability displayed in the medium and low priced cars. It is one thing to say to an engineer,

"We will build a good car and will set the price as high as may be necessary." It is quite another thing to say to him, "We will build a good car, but you must so cleverly design it that without sacrificing the quality of any essential part, we may yet market it within a certain moderate figure."

In this latter case the engineer is given a difficult task, one requiring upon his part the exertion of every ounce of his skill and ingenuity.

When the average American engineer tackles the problem which seems an impossible one, the results are wonderful. "Impossible" railways, "impossible" bridges, "impossible" irrigation works, all bear witness to this quality in achievement. Many "impossible" motor cars will be found at the show—cars impossible a few years ago at any price, and seemingly even now impossible at the price.

Apparently our best engineers have tackled the fields of the medium and minimum and with that same spirit and ability which have in so many lines accomplished miracles.

AUTOMOBILE FINDS FIRST USE IN ACTUAL WARFARE

Without doubt for the first time in the history of the world, an automobile has been put to practical use in active warfare, in a recent battle between the Mexican federal troops and the forces of the insurgents.

The battle took place near Agua Prieta, in the state of Sonora, Mexico, which town lies just across the border from Douglas, Arizona.

When it became known in Douglas that the scenes of real warfare were to be enacted in the near vicinity, scores of the residents flocked to the probable locality of the battle, among them those citizens who own automobiles. One of these was E. R. Pirtle, who had with him in his Cadillac, his wife and Mrs. James S. Douglas.

Pirtle's car crossed the line at the customs house and reached the battlefield while the action was still in progress. Two other cars were on the scene at the same time.

The sight of wounded and dying men was more than the sympathies of the Americans could withstand; and, with some difficulty, permission was obtained from the Mexican soldiers to remove the wounded.

So two wounded men were placed in Pirtle's car and a quick run was made to Agua Prieta, and afterward the same car conveyed other soldiers, of both sides, to the town, where they were placed under the care of American surgeons.

The Cadillac Motor Car Company is in receipt of an interesting bit of information from E. C. Hall, the Cadillac dealer at Brownwood, Texas, of which the principal feature is the longevity of a Cadillac car.

Mr. Hall says that about eight years ago he bought a single cylinder Cadillac—one of the first built—and put it into livery service. He had to travel from Texas to Chicago to get the car, for of course in those days automobile dealers were not so numerous as now.

After this car had been in use some eighteen months, Mr. Hall sold it for \$400. The man who bought it put it into what a Texan calls "road work." That was more than six years ago. Mr. Hall says he recently came across this car, which is still doing road work. He asked the price if he should care to buy, and was told that he could have it for just what he sold it for; namely, \$400, in spite of the fact that the car is eight years old and has been in active use all of that time.

PAYS HIGH TRIBUTE TO BUICK LIGHT TRUCK

The Centralia Cold Storage Company of Centralia, Wash., makes a remarkable statement in reference to the Buick light delivery truck that they have had in use for a year in delivering their goods in and about Centralia. The truck has been carrying loads ranging from 1000 to 2200 pounds, and the expense of up-keep has been very small. The statement is that the truck has paid for itself three times over in its year of service, as compared with the former system of delivery by means of horse drawn vehicles.

ERNEST THOMPSON-SETON, CHIEF SCOUT, RETURNS

Ernest Thompson-Seton, Chief Scout of the Boy Scouts of America, and one of the originators of the Boy Scout movement, returned on Saturday, March 25, to New York from England after a visit with Sir General Baden-Powell and the Boy Scouts of Great Britain. He was received at the pier by members of the national council of the Boy Scouts of America and by many of the youngsters themselves in uniform. The boys gave the scout commissioner the peace salute. They took hands with him and heard interesting stories about the English boy scouts. Thompson-Seton will devote time to editing that part of the new manual on the Boy Scouts of America dealing with wood craft. Then he will go to various parts of the country to lecture on the Boy Scout movement, as many requests have been received at the National Headquarters asking that he speak to the boys in various cities.

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Honolulu Soap Works,

F. L. Waldron,
Distributor

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URGES THE USE OF AN ELECTRIC FAN THIS SUMMER WEATHER.

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Cools so little to run continuously that you will hardly notice the addition to the light bill.

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